11.1 DEFINITION OF A TOD

Transit-oriented development (TOD) is the functional integration of land use and transit via the creation of compact, walkable, mixed-use communities within walking distance of a transit facility. A TOD brings together people, jobs, and services and is designed in a way that makes it efficient, safe, and convenient to travel on foot or by bicycle, transit, or car.

11.2 PURPOSE

The interim development regulations outlined in Sections 25-2-766.13 and 25-2-766.14 of the Land Development Code apply to those properties located within an adopted TOD district boundary that have not been rezoned to a TOD base zoning district.

Recognizing that each TOD will have its own unique character and vary with respect to site layout, design, land use composition, development intensity, and function., Sections 25-2-766.13 and 25-2-766.14 of the Land Development Code allow an applicant to request a waiver of one or more of the TOD interim regulations, provided the modification to the regulation affords an alternative design that is compatible with and supportive of a public transit and pedestrian-oriented environment. The procedure is intended to be used for relief from a specific design regulation or regulations, and is not intended to be a general waiver of the regulations. The TOD district boundaries are established by ordinance No. 20050519-008 as amended.

11.3 ADDITIONAL REQUIREMENTS WHEN A TOD INTERIM DEVELOPMENT WAIVER IS REQUESTED

If an application to request a waiver from one or more of the TOD interim development standards in Sections 25-2-766.13 and 25-2-766.14 is associated with a property within the boundary of an area that has an existing neighborhood plan, the applicant will be required to meet with the Neighborhood Planning (Contact) Team (NPT) responsible for that area. The NPT will have 30 days to submit a letter verifying that the requested waiver/s is/are either supported or not supported by the neighborhood and why. The Director will then approve or deny the requested waiver/s, having available the principles and best practices established in this rule as a guide in determining whether or not a waiver should be granted. Once a station area plan has been adopted for a particular TOD district, this section no longer applies as the interim development standards identified above will be replaced with TOD base zoning.

11.4 TOD PRINCIPLES

- Create a compact development pattern within an easy walk of public transit and with sufficient density to support ridership.
- Make the pedestrian the focus of the development strategy without excluding the auto.

- Create active places and livable communities that service daily needs and where people feel a sense of belonging and ownership.
- Include engaging, high quality public spaces (e.g. small parks or plazas) as organizing features and gathering places for the neighborhood.
- Encourage a variety of housing types near transit facilities that may be available to a wide range of ages and incomes.
- Incorporate retail into the development if it is a viable use at the location without the transit component, ideally drawing customers both from both the TOD and a major street.
- Ensure compatibility and connectivity with surrounding neighborhoods.
- Introduce creative parking strategies that integrate, rather than divide the site and reduce the sense of auto domination.
- Strive to make TODs realistic yet economically viable and valuable from a diversity of perspectives (city, transit agency, developer, resident, employer).
- Recognize that all TODs are not the same; each development is located within its own unique neighborhood environment and serves a specific purpose in the sustainability of that environment.

11.5 TOD BEST PRACTICES

11.5.1 Encourage Housing, Commercial and Retail Uses that Support Transit and Generate Pedestrian Activity.

Encourage Transit-Supportive Uses

Transit supportive uses tend to generate high pedestrian traffic which promotes greater transit ridership and provides opportunities for the mixing of land uses and multi-purpose trips. A mix of uses can generate transit trips throughout the day and encourage reverse commuting along the transit system by creating multiple destinations. Transit supportive uses should be located as close to the station as possible; 1/4 mile radius or approximately 2,000 feet is understood to be a generally accepted walking distance. Below are some examples of land uses, that when designed in conjunction with the site development and building design standards of the TOD interim regulations, are desirable for Transit-oriented development.

Multifamily	Small lot single-family
Condominiums and Townhouses	Administrative and Business Offices
Hospital Services	
Educational	
Cultural Services	Hotels
Community Recreation	Personal services

General Retail	Restaurant
Food Sales	
Cocktail Lounge	
Indoor Entertainment	
Financial Services	

Discourage Non-transit Supportive Uses

Non-transit supportive uses tend to generate little transit ridership and are often dependent upon a vehicle for transporting goods. These uses may consume large amounts of land for parking, result in extremely low density development, and create environments that are unsafe and uninteresting for pedestrians. In the case where these uses are proposed within the TOD district boundary, it becomes even more imperative to work towards meeting the intent of the Interim Regulations to insure that all mobility modes are safely balanced.

Automotive sales	Automotive Repair services
Automotive Washing	
Warehousing and distribution	
	Outdoor storage
Low density single-family	Funeral homes
Warehouse	Light Manufacturing

Discourage Non-Transit Supportive Development Forms

In addition, certain auto-oriented development forms are undesirable for encouraging TOD. These include:

Retail in the form of a large warehouse	Excessive surface parking
Uses that incorporate a Drive Through	Parks scaled for regional use

11.5.2 Promote Development Densities that Support Transit, Public Amenities and Community Businesses and Services

- Higher than average housing and employment densities may promote higher frequency transit service and safe, multi-modal, self-sustaining communities.
- The highest densities are ideally located closest to the station to optimize transit rider convenience. Development intensity should taper off away from the transit facility in order to create an appropriate transition and interface with the surrounding community.

11.5.3 Use Urban Design to Enhance the Community Identity of Station Areas and to Make Them Attractive, Safe, Convenient, and Interesting Places.

- Create streets that are visually interesting to make walking enjoyable.
- Provide a pleasant pedestrian zone and protect people from traffic using trees, landscaping, wide, separate sidewalks, and on-street parking.
- Create places to rest and relax by providing street furniture.
- Provide architectural variety by limiting blank exterior walls and making use of articulated facades and building step-backs to reduce the sense of scale of taller structures, especially when adjacent to single-family areas.
- Relate the ground level to pedestrian uses by orienting buildings to the street to create a visually interesting and safer pedestrian environment and to shape the public realm.
- Design for all seasons by providing weather protection along pedestrian routes and transit waiting areas; use awnings, shade trees, building projections and colonnades with enclosed shelters transit users.
- Create well-lit stations, defining landscape features, and convenient and legible signage (e.g. wayfinding systems) to orient people to buildings and activities around the station.

11.5.4 Create Convenient Connections to and Within Station Areas to Promote Pedestrian and Bicycling Activity by Providing:

- Short walking distances between key destinations and transit.
- Continuous pedestrian routes.
- Direct and convenient pedestrian and bus access to rail transit.
- Street level pedestrian routes with minimal stairs and grade changes.
- Separate vehicular and pedestrian functions to minimize points of conflict; sidewalks and paths should have as few driveway or parking lot crossings as possible and not be disrupted by wide turning radii.
- A network of local streets and pathways to connect station area to adjacent neighborhoods.

11.5.5 Enhance the Existing Transportation Network to Promote Access to Transit and Other Destinations Within the Station Area.

Create a compact street network with:

- frequent, interconnected streets to increase the efficiency of transit circulation and offer more choices for pedestrians.
- block distances of 300-500 feet to keep walking distances short and provide alternative route options.
- a grid-based street pattern to offer multiple access points to the station and other uses within the development.
- street widths that are not wider than needed to accommodate "design" travel speeds, emergency vehicle access and if applicable, bicycle and/or parking lanes.

11.5.6 Manage the Amount and Location of Parking so that it Does Not Dominate Station Areas and Create Unattractive Environments and Unsafe Situations.

- In general, parking should be located to the rear and sides of buildings to keep the station and building entrances oriented to the sidewalk and to pedestrians; buildings wrapped around surface or structured parking ensure that building facades interface with the sidewalk or pedestrian realm.
- Smaller surface parking lots do not overwhelm a station area; larger parking lots can be divided into smaller lots and separated by landscaped walkways
- Structured parking is encouraged as it consumes less land and allows maximum development; if located along key walking routes, parking structures should enhance the public environment with pedestrian-friendly facades and be designed to accommodate ground floor retail or other "active" uses where viable.
- Parking facilities should be sized and located to enhance shared-use strategies between station area destinations.
- Consider using traffic lanes as midday or temporary tow-away parking to buffer pedestrian traffic and to provide additional short-term parking to support station area uses.
- Bicycle parking should be provided since they can extend the local commuting range beyond the typical 2,000 feet. Ample, convenient and secure bicycle parking should be provided at each station, close to the entrance.

11.5.7 Make Each Station Area a "Place"

- Create a destination with a collection of unique places to attract visitors and enhance the character of the existing neighborhood environment.
- Make buildings landmarks to create notable places, aid in local way-finding, and make the area attractive and memorable.
- Establish sightlines and views to and from the station to help orient pedestrians to their surroundings and to find their way.

- Public open spaces near a transit station emphasize the station as a public place, provide comfortable walking and drop-off areas for transit users, and act as central activity and gathering points for the local community; small parks or plazas should be strategically placed throughout the station area.